



Traffic Management/Operations



EARLY ACTION PROJECT SET

TRAFFIC MANAGEMENT/OPERATIONS

PROJECT IDENTIFICATION:

TMO-1

PROJECT NAME:

Peak Period Congestion Pricing

PROJECT DESCRIPTION:

High-congestion locations (e.g. the segment from the US 6 junction west of Floyd Hill to US 40 junction to Berthoud Pass; the Eisenhower Tunnel) would be equipped with mainline and ramp toll collection facilities and HOV bypass lanes. Travelers would pay a toll to use the I-70 facility during peak travel periods. Manual and automatic toll collection systems and AVI technology for non-stop express pass-through would be implemented.

High-occupancy vehicles, such as carpoolers with 3 or more occupants and private transit vans and buses **would** use I-70 toll-free at all times.

PROBLEM RESOLUTION:

- Peak period congestion and traffic delays.

USER BENEFIT:

- Potential reduction of peak hour traffic volumes.
- Shifting commercial vehicle/SOV traffic to non-peak hours.
- Spreading of peak period.
- Potential revenue stream to pay back equipment/construction costs and for operations/maintenance escrow.

APPROXIMATE COST:

\$2,000,000 to \$5,000,000 Per Location

PARTICIPATING AGENCIES:

Colorado Department of Transportation
Colorado Department of Revenue
Colorado Department of Public Safety



EARLY ACTION PROJECT SET

TRAFFIC MANAGEMENT/OPERATIONS

PROJECT IDENTIFICATION:

TMO-2

PROJECT NAME:

Bus/HOV Lanes

PROJECT DESCRIPTION:

Special use lanes for slower moving buses and commercial vehicles or for faster moving high-occupancy (3 or more) vehicles, would be constructed on the outside of the roadway or within the median in high-congestion locations, where terrain, geometry, and right-of-way limitations permit.

Where possible, reversible lanes would be constructed in the median, operating in the appropriate peak volume direction. These lanes would be instrumented with electronic lane use control signage. Changeable message and directional signs would be used to direct traffic to the appropriate lanes at system approaches.

PROBLEM RESOLUTION:

- Slower moving vehicles impede traffic flow and speed.

USER BENEFIT:

- Increases level of service.
- Improves traffic operations.
- Fast lanes encourage carpooling and transit use.
- Both would receive favorable reviews from different factions.

APPROXIMATE COST:

\$600,000 Per Mile

PARTICIPATING AGENCIES:

Colorado Department of Transportation



EARLY ACTION PROJECT SET

TRAFFIC MANAGEMENT/OPERATIONS

PROJECT IDENTIFICATION:

TMO-3

PROJECT NAME:

Automated Reversible Lane Program

PROJECT DESCRIPTION:

Extension of the Eisenhower Tunnel 3: 1 lane split operation during very high volume travel periods, typically on holiday weekends, would improve traffic flow. The operation could encompass the approaches to the tunnel as well as the tunnel itself. The operation could be automated and deployed instantaneously in response to heavy traffic volume.

Variable message and directional signs could be used to advise and direct motorists at system approaches. Traffic operations would be monitored remotely at the Eisenhower TOC through video surveillance.

PROBLEM RESOLUTION:

- Traffic delays due to high volumes during peak travel periods.

USER BENEFIT:

- Decrease in traffic bottlenecks.
- Very high public acceptance.
- Implementation at any time.

APPROXIMATE COST:

\$1,800,000 - \$2,500,000
\$20,000 to \$50,000 Per Operation

PARTICIPATING AGENCIES:

Colorado Department of Transportation



EARLY ACTION PROJECT SET

TRAFFIC MANAGEMENT/OPERATIONS

PROJECT IDENTIFICATION:

TMO-4

PROJECT NAME:

Recreational Area Peak Return Trip Incentive Program

PROJECT DESCRIPTION:

Incentive programs would be offered to skiers, tourists, and other travelers before they start an eastbound trip down I-70 during peak hours. Incentives include discounted lift tickets, lodging, or meals; transit fare cards; free ski rentals; and other recreational related coupons. Upon accepting the incentive, the individual would agree to postpone their return trip until later in the evening or the next day. The program would be subsidized by CDOT, resort area operators, and private transit operators

PROBLEM RESOLUTION:

- High volumes for afternoon eastbound trips on holiday and ski weekends.

USER BENEFIT:

- Reduction in peak eastbound volumes.
- Traveler bonuses.
- Potential stimulus to local economy.

APPROXIMATE COST:

\$10,000 to \$20,000 Per Year

PARTICIPATING AGENCIES:

Colorado Department of Transportation
Resort Area Operators
Private Transit Companies